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of Angers are well described. An industry now gradually waning is the quarrying and shaping of flint; and Mr. Rousselet tells of the distribution of timber throughout the region, its destruction in former times, and its re-planting after the great commotions of the Revolution.

It is stated that one twentieth part, or about a million and a half, of the present population of France, live in cave-dwellings. There are extensive groups of troglodytic habitations. While those in and around Bourré (Department of Loir et Cher) are probably the most important of these abodes, they are also found in actual occupation in other parts of France. Dwellings, stables, store-rooms, halls, chapels, offices, arranged and furnished in more or less modern style, have been carved out of the rock. To Bourré the author devotes particular attention. It is a large subterranean settlement, in an enormous pile of white limestone, the inhabitants of which during the milder season cultivate their vineyards outside and, when the weather becomes severe, work in the huge quarries adjacent to their homes. Another subterranean industry is also carried on by these people, the raising of mushrooms in abandoned galleries of the vast quarries. Not all of these cave-dwellings are exclusively artificial. Nature had already prepared shelter for man long before his earliest appearance and in such primitive recesses human and animal remains and artifacts of the rudest type have been found, showing that the occupation of at least a part of the caverns of Bourré has been continuous, probably, throughout all the known stages of human development.

Thus the valley of the Loire (taking it always in its widest sense) offers to the tourist and student all specimens representing the abodes of man in France from the earliest times to the present day. There are Celtic and Roman vestiges, dungeons and castles of Merovingian, Carolingian and later types. The architecture of the Plantagenet period is represented on every side, and after the castle, under the influence of the Renaissance, partook more and more of the character of a palace, there arose magnificent specimens of architecture like Chaumont, Chambord, Chenonceaux, and others. The history of these monuments, of the numberless attractive churches and of the quaint settlements around them, throws a flood of interesting lore over the country in which every epoch of the vicissitudes of France is richly represented. Mr. Rousselet introduces us to all this in a characteristically clear and concise manner and with thoroughly trustworthy historic knowledge.

The abundant illustrations from photographs are in strict keeping with the excellent character of the text.

A. F. B.

The Ohio River. A Course of Empire. By Archer Butler Hulbert.

xiv and 378 pp., Maps, Illustrations, and Index. G. P. Putnam's Sons, New York and London, 1906. (Price, \$1.75.)

This handsome book, admirably produced by its publishers, with large type and many illustrations, shows the part that the Ohio River has played in history. It tells a fascinating story whose interest is, if anything, enhanced by the way of telling it. Perhaps the author did not especially aim at such a result, but his book, on the whole, is a study of the interrelations between a great geographical feature and man. The Ohio opened the marvellous conquest of the West, for it was, as the author says, the highway beyond the Appalachians that led thousands of pioneers to the West long before the Great Lakes became an emigration route.

The author divides the history of the river in its human relations into four ages: (1) the Canoe Age, when the pioneers paddled back and forth on the main

trunk of the Ohio and its important tributaries in their long, heavy canoes, carrying great packs of furs, and casks of salt and provisions. (2) the Flatboat Age, when the rush of Western emigration relegated the canoe to the smaller streams and keelboats and flatboats took its place. In those busy days, when the Middle West was being settled, sixty and seventy flatboats were sometimes seen to pass a given point in a single day. The (3) Steamboat Age marked the rise of the great industries and the swift advance of Pittsburg, Cincinnati, and Louisville. With the end of the nineteenth century, the river passed (4) to the Age of the Steel Barge, one tugboat hauling a fleet of freight-laden barges.

Owing to the numerous floods, the majority of the population in the valley was not found along the banks of the river until the steamboat age. The same is true of the Indian nations who made their homes far from the river and up its tributaries.

The author has used his copious materials with great care and his book is a welcome and adequate treatment of an important subject. The index is excellent. The map, unfortunately, does not show a single topographic feature excepting the drainage. It gives no indication of the very geographical features here described as shaping history! A chapter giving an expert geographical account of the Ohio Valley is lacking, though it would have been valuable.

Panama. The Isthmus and the Canal. By C. H. Forbes-Lindsay.

384 pp., 16 Views from Photographs, Maps and Diagram. The John C. Winston Co., Philadelphia, 1906.

The book may be commended to any reader who desires a straight-forward and simply written account of the Isthmus of Panama and of the canal. The story is told from the earliest explorations to the present time. It does not contain technical matter. The author is very successful in his efforts to extract from long official reports all that the general public cares or needs to know, and in giving the gist of everything in his own language and in an interesting manner. His description of the 85-foot level plan, upon which the canal will be constructed, is a readable and accurate treatment of a topic that might be made very dry. To put the story of the great engineering project into its proper setting he gives us first a clear idea of the isthmian country and describes the Panama Railroad, Canal exploration and the French fiasco. The small black and white maps are poor, but a good plan of the canal on the 85-foot level is given. The book lacks an index.

Ein Land der Zukunft. Ein Beitrag zur näheren Kenntnis Argentiniens. Von einem deutschen Offizier. 274 pp., 100 Illustrations, and 1 Map. Verlag von "Südamerika" (J. Greger), Munich [1903?]. (Price, M. 5.)

The author says that letters sent to him from Germany were addressed to "Buenos Aires, Brazil," and that after his return to Germany, educated persons asked him whether Spanish or Portuguese was spoken in Buenos Aires. He has written this book to give his countrymen correct ideas of the history, development, present condition and future prospects of the Argentine Republic. The volume contains a great deal of information relating to all parts of the country. The engravings from photographs are especially notable, as most of them are original and their tendency is educational.